1-24. (CANCELED)

25. (CURRENTLY AMENDED) A dual clutch planetary transmission (1)[[,]] comprising:

a first planetary gear set (P1),

a second planetary gear set (P2) and

a third planetary gear set (P3),

at least a first frictional shifting element (K1) and a second frictional shifting element (K2) for shifting to a desired one of various power paths in a power flow, and

first, second, third, fourth, fifth and sixth shape-fit shifting elements (A to F) for attaining various ratio stages within the power paths,

a housing (2),

a transmission input shaft (3), and

a transmission output shaft (4),

wherein at least one of the first and the second frictional shifting elements (K1, K2) serves as a clutch,

the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first, the second, and the third planetary gear sets (P1, P2 and P3) are located within the housing,

the first and the second frictional shifting elements (K1, K2) are ~~placed~~ located within the housing between at least ~~the first,~~ the second, the third, the fourth, ~~the fifth,~~ and the sixth shape-fit shifting elements ([[A to]] B, C, D, F)[[,]] and the first, the second and the third planetary gear sets (P1 to P3),

the first and the second frictional [[gear]] shifting elements (K1, K2) are directly connected by first half-clutches of the frictional [[gear]] shifting elements (K1, K2)~~, which are proximal to the transmission output shaft (4), and~~ with two different shafts (ST1, S1) of at least the first ~~and the third~~ planetary gear set (P1) ~~sets (P1 to P3) with half-clutches of the planetary gear sets (P1, to P3),which are proximal to the transmission input shaft (3), and stand in an operational connection~~ and second clutch-halves of the first and the second frictional shifting elements (K1, K2) are connectable with at least ~~the first,~~ the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements ([[A]]B to F),

the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first and the third planetary gear sets (P1 and P3) communicate ~~with one another~~ such that ~~an activation of~~ at least one of ~~the first,~~ the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements ([[A]]B to F) is ~~effected by access through at least one of the first, second, third, fourth, fifth, and sixth shape-fit shifting elements (A to F) and~~ first engaged with a disengaged one of the first and the second frictional shifting elements (K1, K2) ~~not engaged in torque transmission at initiation of the activation of the at least one of the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), and~~

~~a gear stage exchange to change at least first, second, third and fourth gear stages by the first and second frictional shifting elements (K1, K2) is performed without any interruption of continuous traction~~ prior to engagement of the disengaged frictional shifting element (K1, K2) so upon simultaneous disengagement of an engaged frictional shifting element (K1 or K2) and engagement of the disengaged frictional shifting element (K2 or K2) continuous traction is achieved for each change in ratio stages.

26. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 25, wherein at least one of the first and the second frictional shifting elements (K1, K2) serves as a brake.

27. (CURRENTLY AMENDED) The planetary transmission according to claim 29, wherein the first and the second frictional shifting elements (K1, K2) operate at least one of a wet clutch and a dry clutch.

28. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F) are synchronized shifting elements.

29. (CURRENTLY AMENDED) A dual clutch planetary transmission (1)[[,]] comprising:

a first planetary gear set (P1),

a second planetary gear set (P2) and

a third planetary gear set (P3),

at least a first frictional shifting element (K1) and a second frictional shifting element (K2) for shifting to a desired one of various power paths in a power flow, and

first, second, third, fourth, fifth and sixth shape-fit shifting elements (A to F) for attaining various ratio stages within the power paths,

a housing (2),

a transmission input shaft (3), and

a transmission output shaft (4),

wherein at least one of the first and the second frictional shifting elements (K1, K2) ~~serves as~~ is a clutch,

the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first and the third planetary gear sets (P1 and P3) are located within the housing,

the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first and the third planetary gear sets (P1 and P3) communicate ~~with one another~~ such that ~~an activation of~~ at least one of ~~the first,~~ the second, the third, the fourth, ~~the fifth,~~ and the sixth shape-fit shifting elements ([[A to]] B, C, D, F) is ~~effected by access through at least one of the first, second, third, fourth, fifth, and sixth shape-fit shifting elements (A to F) and~~ activated by engagement with a disengaged one of the first and the second frictional shifting elements (K1, K2), not engaged in torque transmission, at initiation of the activation of the at least one of ~~the first,~~ the second, the third, the fourth, ~~the fifth,~~ and the sixth shape-fit shifting elements ([[A to]] B, C, D, F), and

a gear stage exchange to change at least first, second, third and fourth gear stages by the first and second frictional shifting elements (K1, K2) is performed without any interruption of continuous traction, and

~~the first,~~ the second, the third, the fourth, ~~the fifth,~~ and the sixth shape-fit shifting elements ([[A to]] B, C, D, F) are axially located between an input end of the transmission input shaft (3) and the first and the second frictional shifting elements (K1, K2).

30. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the first planetary gear set (P1), the second planetary gear set (P2) and the third planetary gear set (P3) form a 3-carrier-6-shaft gear train unit.

31. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 30, wherein a carrier (ST1) of the first planetary gear set (P1) is connected to an internal gear (HR2) of the second planetary gear set (P2).

32. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein an internal gear (HR1) of the first planetary gear set (P1) is connected with a carrier (ST3) of the third planetary gear set (P3).

33. (CURRENTLY AMENDED) The planetary transmission according to claim 29, wherein a sun gear (S2) of the second planetary gear set (P2) is ~~operationally bound to~~ connected with the transmission input shaft (3).

34. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein a carrier (ST2) of the second planetary gear set (P2) is connected with an internal gear (HR3) of the third planetary gear set (P3).

35. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein a carrier (ST3) of the third planetary set (P3) is connected to the transmission output shaft (4).

36. (CURRENTLY AMENDED) The planetary transmission according to claim 29, wherein by the first frictional shifting element (K1), a carrier (ST1) of the first planetary gear set (P1) and one of the sixth shape-fit shifting element (F) and the fourth shape-fit shifting element (D) ~~and a carrier (ST1) of the first planetary gear set (P1)~~ can be brought into a mutually effective connection.

37. (CURRENTLY AMENDED) The planetary transmission according to claim 29, wherein a sun gear (S1) of the first planetary gear set (P1) and one of the second shape-fit shifting element (B) and the third shape-fit shifting element (C) can be connected with one another by the second frictional shifting element (K2).

38. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein a sun gear (S3) of the third planetary gear set (P3) can be connected to the housing (2) by the first shape-fit shifting element (A).

39. (CURRENTLY AMENDED) The planetary transmission according to claim 29, wherein a sun gear (S3) of the third planetary gear set (P3) can be connected with the housing (2) by way ~~another frictional~~ of the first shape-fit shifting element (A').

40. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the transmission input shaft (3) is connected with the second frictional shifting element (K2) by the second shape-fit shifting element (B).

41. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the second frictional shifting element (K2) is connected with the housing (2) by the third shape-fit shifting element (C).

42. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the first frictional shifting element (K1) is connected with the housing (2) by the fourth shape-fit shifting element (D).

43. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the transmission input shaft (3) can be connected with the carrier (ST1) of the first planetary gear set (P1) as well as with the internal gear (HR2) of the second planetary gear set (P2) by the fifth shape-fit shifting element (E).

44. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the transmission input shaft (3) can be connected with a carrier (ST1) of the first planetary gear set (P1) as well as with an internal gear (HR2) of the second planetary gear set (P2) by another frictional shifting element (E").

45. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the first frictional shifting element (K1) can be connected with an internal gear (HR1) of the first planetary gear set (P1) as well as with a carrier (ST3) of the third planetary gear set (P3) by way of the sixth shape-fit shifting element (F).

46. (PREVIOUSLY PRESENTED) The planetary transmission according to claim 29, wherein the first frictional shifting element (K1) can be connected with the transmission input shaft (3) by the second and the fifth shape-fit shifting elements (E' and B).

47. (NEW) A dual clutch planetary transmission (1) comprising:

a first planetary gear set (P1),

a second planetary gear set (P2) and

a third planetary gear set (P3),

at least a first frictional shifting element (K1) and a second frictional shifting element (K2) for shifting to a desired one of various power paths in a power flow, and

first, second, third, fourth, fifth and sixth shape-fit shifting elements (A to F) for attaining various ratio stages within the power paths,

a housing (2),

a transmission input shaft (3), and

a transmission output shaft (4),

wherein at least one of the first and the second frictional shifting elements (K1, K2) serves as a clutch,

the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first, the second, and the third planetary gear sets (P1, P2 and P3) are located within the housing,

the first and the second frictional shifting elements (K1, K2) are axially located within the housing between the second, the third, the fourth and the sixth shape-fit shifting elements (B, C, D, F) and the first, the second and the third planetary gear sets (P1 to P3),

the first, the second, the third, the fourth, the fifth, and the sixth shape-fit shifting elements (A to F), the first and the second frictional shifting elements (K1, K2) and the first, the second and the third planetary gear sets (P1, P2, P3) communicate such that at least one of the second, the third, the fourth and the sixth shape-fit shifting elements (B to F) is first engaged with a disengaged one of the first and the second frictional shifting elements (K1, K2), prior to engagement of the disengaged frictional shifting element (K1, K2), so upon simultaneous disengagement of an engaged one of the first and the second frictional shifting elements (K1 or K2) and engagement of the disengaged one of the first and the second frictional shifting elements (K2 or K2), continuous traction is maintained during each change in ratio stages.